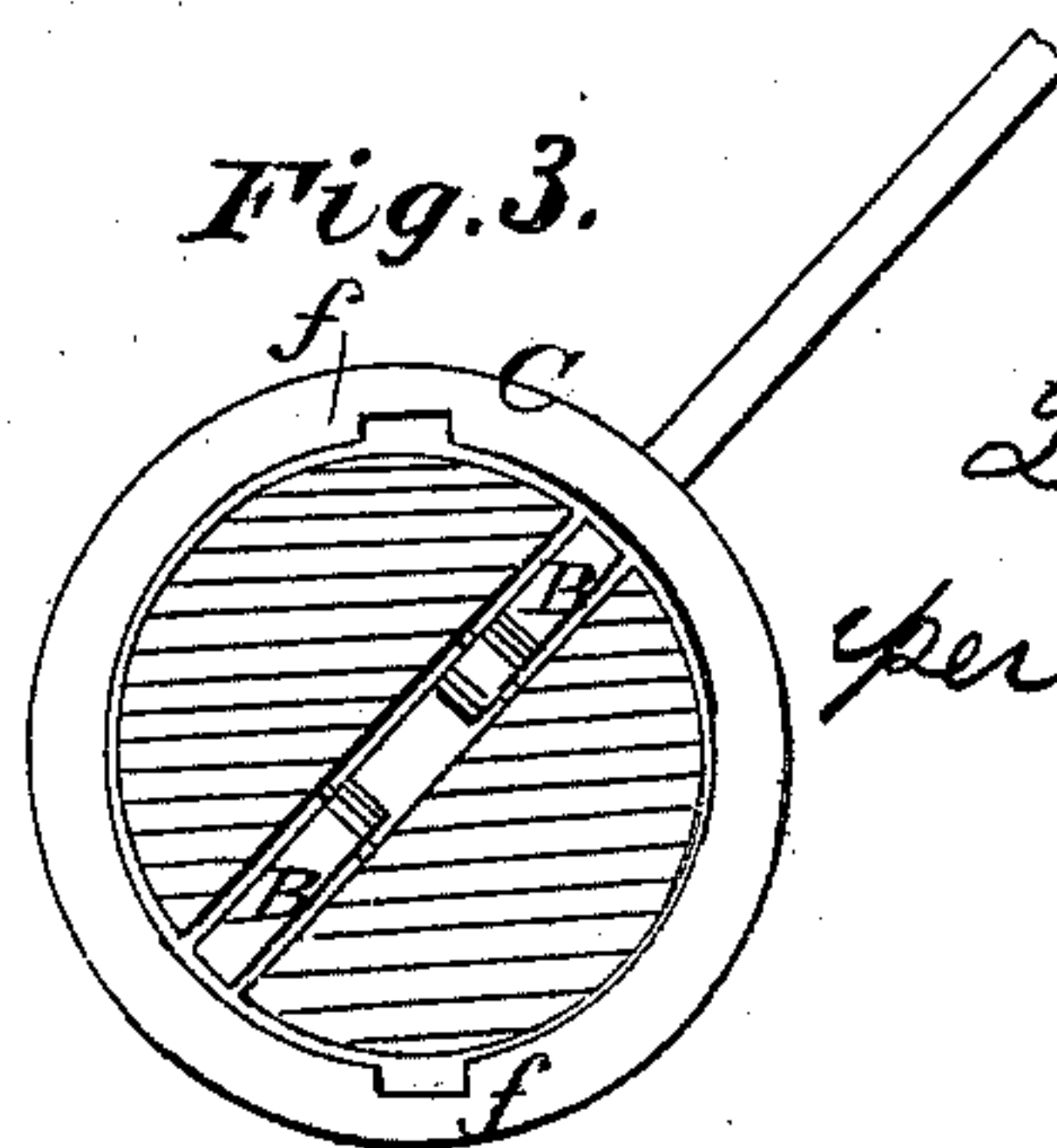
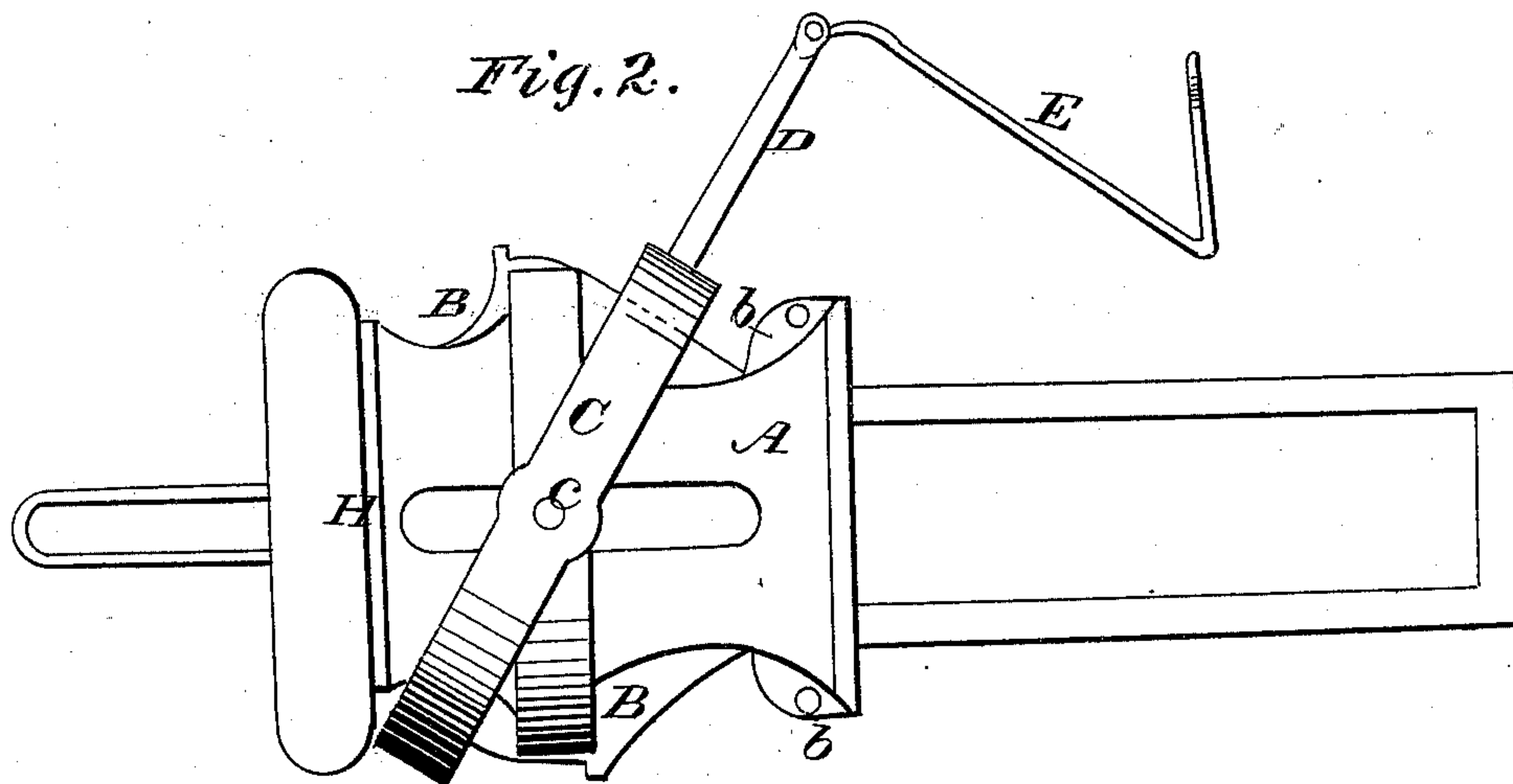
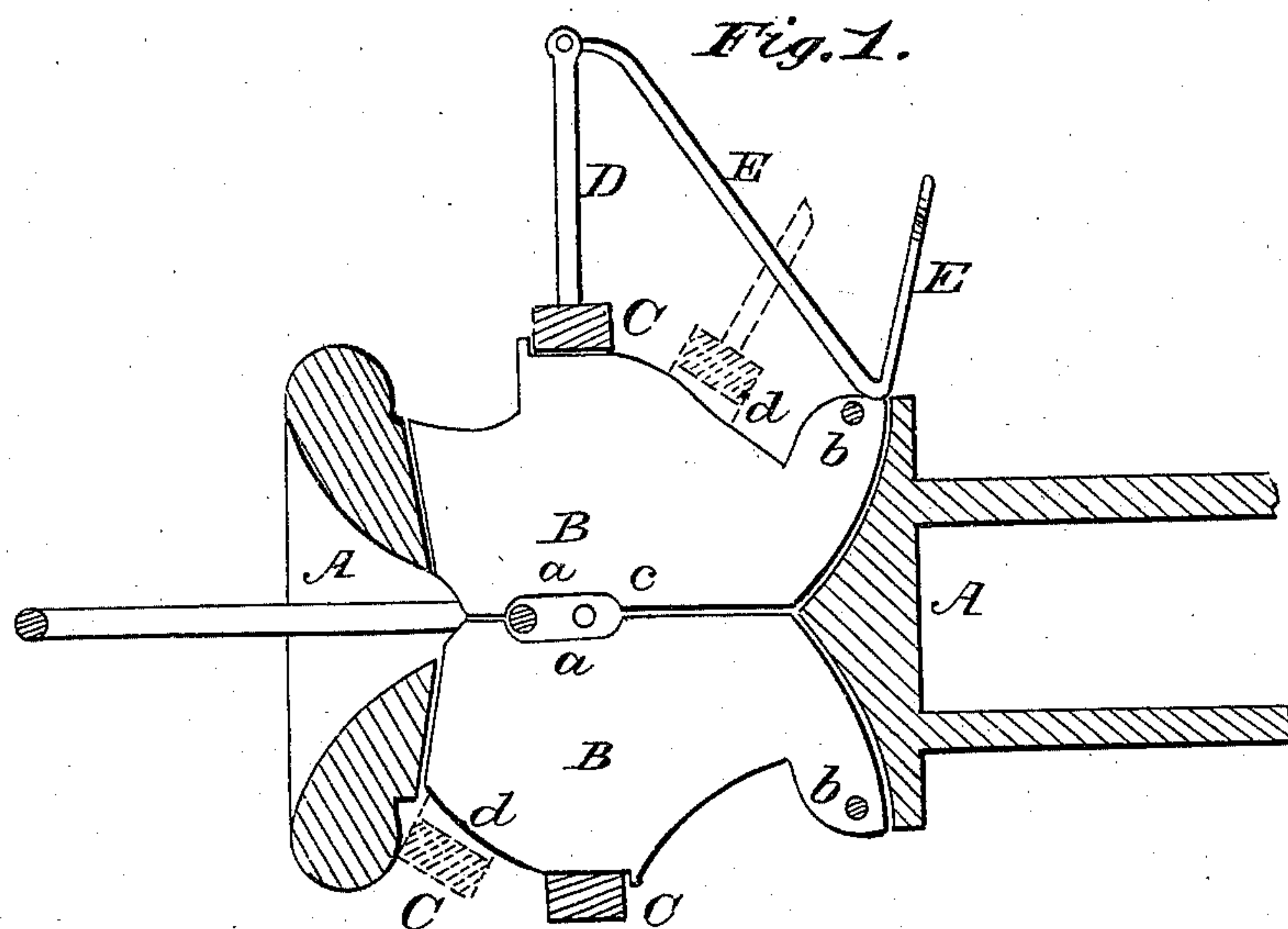


L. MONZERT.

Car Coupling.

No. 81,397.

Patented Aug. 25, 1868.



Witnesses.  
H. C. Asakettle  
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# United States Patent Office.

LEONARD MONZERT, OF NEW YORK, N. Y.

Letters Patent No. 81,397, dated August 25, 1868.

## IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, LEONARD MONZERT, of the city, county, and State of New York, have invented a new and improved Car-Coupling: and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a longitudinal section of my improved car-coupling.

Figure 2 is a side view of the same.

Figure 3 is a vertical transverse section of a modification of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new car-coupling, of that class in which two jaws are employed for holding the connecting-link, and consists in the application of a ring which is fitted around the coupling-box, and which, by being turned, serves to lock the jaws together, or to release them to allow their opening, as may be desired.

The coupling-box may be of ordinary or suitable construction, and so may the jaws, and the ring may be pivoted to the outside of the box, so as to swing around the pivots, or it may be arranged to slide around the box, in which case it should be provided with notches, which, when brought in line with the jaws, allow the same to swing apart and to release the link.

A, in the drawing, represents a coupling-box of ordinary or suitable construction, secured in any suitable manner to a car of suitable description.

In it are pivoted, at or near their rear ends, two jaws B B, which have recesses, *a a*, cut into their contiguous edges for the reception of the link.

The jaws are either secured by means of one single pivot or by separate pivots *b b*, as shown in fig. 1.

C represents a ring, pivoted, by means of pins *c c*, to the outside of the box A, so that it can swing around these pins in the manner indicated by red lines in fig. 1.

When the ring is turned so as to stand vertical, it will hold the jaws closed, but when turned so as to stand in an inclined position, it will release the jaws, not being then any more in contact with their outer edges, and will allow the jaws to swing apart either to receive or discharge the link.

The outer edges of the jaws are so formed that they will be out of contact with the ring when the same is in the aforesaid inclined position.

For this purpose depressions, *d d*, are formed in their said outer edges.

To facilitate the operation of the ring, a handle, D, is secured to it, as shown.

To the upper end of D may be pivoted another handle E, which, when the link is to be locked, can be placed with its outer end, or with a projecting portion, *e*, against the upper edge of the upper jaw, as in fig. 1.

The jaws will then be firmly locked by the ring, and the latter will also be locked by the brace E, so that the jarring of the moving car cannot displace it.

Instead of having the ring C swinging around the pivots *c*, it may be arranged to turn around the body of the box, as in fig. 3, in which case there should be notches, *f f*, cut into its inner edge, as shown.

When these notches are, by turning the ring, brought in line with the jaws, the latter can be opened.

The main advantages of this invention are, that cars can be coupled without requiring a man to stand between them, that they can be uncoupled while in motion, and that the connection will be substantial and durable.

This coupling can be used not only on cars, but also on carriages, canal-boats, for holding anchors, and for many other suitable purposes.

Instead of having both jaws pivoted, one may be rigidly secured in the box.

I claim as new, and desire to secure by Letters Patent—

The pivoted ring C, arranged with relation to the jaws B B, provided with concentric depressions *d*, all operating as set forth, whereby the ring is swung back over the depressions, to permit the opening of the jaws, and swung forward to securely lock and hold them in place, as herein described and shown.

LEONARD MONZERT.

Witnesses:

WM. F. McNAMARA,

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